

Atlantic ..... 1.4085.  
 Latin America ..... 1.4448.  
 Pacific ..... 1.4717.

**FOR FURTHER INFORMATION CONTACT:**

Keith A. Shangraw (202) 366-2439.

By the Department of Transportation.

Dated: December 14, 1995

Patrick V. Murphy,

*Deputy Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 95-31052 Filed 12-20-95; 8:45 am]

BILLING CODE 4910-62-P

**Office of the Secretary**

**Notice That the Department Will No Longer Issue Formal SFRL Update Orders, in Light of the Recently Issued Final Rule Exempting Carriers From Their Statutory Duty To File International Air Cargo Tariffs. We Are Publishing This Notice in Its Entirety as an Appendix to This Document**

DATED: Issued in Washington, DC  
 December 13, 1995.

Patrick V. Murphy,

*Acting Assistant Secretary for Aviation and International Affairs.*

**Attachment**

United States of America, Department of Transportation, Office of the Secretary, Washington, DC

**NOTICE: Issuing of Formal SFRL Update Orders Discontinued.**

The Department issued a final rule, November 30, 1995, exempting all U.S. and foreign air carriers from their statutory duty to file international air cargo tariffs, subject to the reimposition of the duty in specific cases when consistent with the public interest (60 FR 61472).

In light of this development, the Department will no longer be issuing periodic formal orders updating the Standard Foreign Rate Level (SFRL) for each geographic area (Atlantic, Latin America and Pacific). However, as stated in our October 24, 1994, Notice of Proposed Rulemaking, the Department will continue to recalculate the SFRL cost indices. This will continue to establish benchmark levels that would be considered reasonable, and that could be used to resolve any complaints against rates in any rate categories covered by the SFRL.

These SFRL cost indices will be available from the Department upon request. Persons who desire this information may telephone the Department at 202-366-2435 or write to the Department at the following address:

U.S. Department of Transportation; Office of the Secretary; Office of International Aviation, X-43; 400 7th Street S.W.; Washington DC 20590.

This notice shall be published in the Federal Register and shall be served on all

certificated air carriers and all foreign air carriers.

Dated: December 13, 1995.

Patrick V. Murphy for Mark L. Gerchick,  
*Acting Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 95-30915 Filed 12-20-95; 8:45 am]

BILLING CODE 4910-62-P

**Federal Railroad Administration**

**Petition for a Waiver of Compliance**

In accordance with 49 CFR Sections 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance with certain requirements of Federal railroad safety regulations. The individual petitions are described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested and the petitioner's arguments in favor of relief.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket No. HS-95-1) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) in Room 8201, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

The waiver petitions are as follows:

Mississippi Central Railroad Company (MSCI)

*FRA Waiver Petition Docket No. HS-95-3*

The MSCI seeks a continuation of a previously issued exemption so it may permit certain employees to remain on duty not more than 16 hours in any 24-hour period. The MSCI states that it is

not its intention to employ a train crew over 12 hours per day under normal circumstances, but this exemption, if granted, would help its operation if unusual operating conditions are encountered.

The MSCI railroad operates 55.5 miles of excepted track from Grand Junction, Tennessee to Oxford, Mississippi. Train movements are authorized by Yard Limit rule and Timetable instructions. The maximum authorized operating speed is 10 mph.

The MSCI connects with the Burlington Northern at Holly Springs, Mississippi and the Norfolk Southern at Grand Junction, Tennessee. There are no operating rights arrangements on any carrier. Norfolk Southern has 1.8 miles of track rights at Grand Junction, Tennessee. The MSCI does not operate trains on the segment of track. The Norfolk Southern maintains the 1.8 miles of track.

The petitioner asserts it employs not more than 15 employees and has demonstrated good cause for granting this exemption.

The Puget Sound Railway Historical Association (PSHX)

*FRA Waiver Petition Docket No. HS-95-5*

The Puget Sound Railway Historical Association (PSHX) requests a waiver from the requirements of Title 49 Code of Federal Regulations Part 228.11(a)(4), which requires the number of consecutive hours off duty prior to going on-duty for hours of service purposes. The PSHX operates 3 miles of former Northern Pacific branch line between North Bend, and Snoqualmie, Washington, as the Puget Sound Snoqualmie Valley Railroad.

Port Utilities Commission of South Carolina (PUCC)

*FRA Waiver Petition Docket No. HS-95-6*

The PUCC seeks a continuation of a previously issued exemption so it may permit certain employees to remain on duty not more than 16 hours in any 24-hour period. The PUCC states that it is not its intention to employ a train crew over 12 hours per day under normal circumstances, but this exemption, if granted, would help its operation if unusual operating conditions are encountered. The PUCC is a Terminal Switching Railroad operating within the County of Charleston, South Carolina over a 1.5 miles of trackage at North Charleston, South Carolina. The petitioner indicates that granting the exemption is in the public interest and will not adversely affect safety.

Additionally, the petitioner asserts it employs not more than 15 employees and has demonstrated good cause for granting this exemption.

East Cooper and Berkeley Railroad (ECBR)

*FRA Waiver Petition Docket No. HS-95-8*

The ECBR seeks a continuation of a previously issued exemption so it may permit certain employees to remain on duty not more than 16 hours in any 24-hour period. The ECBR states that it is not its intention to employ a train crew over 12 hours per day under normal circumstances, but this exemption, if granted, would help its operation if unusual operating conditions are encountered. The ECBR provides service over 15.5 miles of track in Berkeley County, between State Junction and Charity Church, South Carolina.

The petitioner indicates that granting the exemption is in the public interest and will not adversely affect safety. Additionally, the petitioner asserts it employs not more than 15 employees and has demonstrated good cause for granting this exemption.

Port Terminal Railroad of South Carolina (PTR)

*FRA Waiver Petition Docket No. HS-95-9*

The PTR seeks a continuation of a previously issued exemption so it may permit certain employees to remain on duty not more than 16 hours in any 24-hour period. The PTR states that it is not its intention to employ a train crew over 12 hours per day under normal circumstances, but this exemption, if granted, would help its operation if unusual operating conditions are encountered. The PTR is a Terminal Switching Railroad operating within the County of Charleston, South Carolina over a two-thirds of a mile of trackage between North Charleston and Charleston, South Carolina. The petitioner indicates that granting the exemption is in the public interest and will not adversely affect safety. Additionally, the petitioner asserts it employs not more than 15 employees and has demonstrated good cause for granting this exemption.

Algers, Winslow and Western Railroad Company (AWW)

*FRA Waiver Petition Docket No. HS-95-10*

The AWW seeks a continuation of a previously issued exemption so it may permit certain employees to remain on

duty not more than 16 hours in any 24-hour period. The AWW states that it is not its intention to employ a train crew over 12 hours per day under normal circumstances, but this exemption, if granted, would help its operation if unusual operating conditions are encountered.

The AWW provides freight service over 16 miles of trackage within Pike County, Indiana. The petitioner indicates that granting the exemption is in the public interest and will not adversely affect safety. Additionally, the petitioner asserts it employs not more than 15 employees and has demonstrated good cause for granting this exemption.

Louisiana and Delta Railroad (LDRR)

*FRA Waiver Petition Docket No. HS-95-11*

The LDRR seeks a continuation of a previously issued exemption so it may permit certain employees to remain on duty not more than 16 hours in any 24-hour period. The LDRR states that it is not its intention to employ a train crew over 12 hours per day under normal circumstances, but this exemption, if granted, would help its operation if unusual operating conditions are encountered. The LDRR railroad operates 91 miles of Class 2 track between New Liberia and Schriever, Louisiana and joint operation with the Southern Pacific Transportation Company (SP), between Cade (MP 131) and Raceland (MP 41.2), Louisiana. Train movements are authorized by the yard limit rule and posted track speeds while on LDRR trackage and Direct Traffic Control on SP trackage. The maximum authorized operating speed is 20 mph on LDRR and 45 mph on the SP by special agreement.

Pioneer Valley Railroad (PVRR)

*FRA Waiver Petition Docket No. HS-95-12*

The PVRR seeks a continuation of a previously issued exemption so it may permit certain employees to remain on duty not more than 16 hours in any 24-hour period. The PVRR states that it is not its intention to employ a train crew over 12 hours per day under normal circumstances, but this exemption, if granted, would help its operation if unusual operating conditions are encountered.

The PVRR provides service over 26 miles of trackage between Westfield and Holyoke, and Westfield and Easthampton, all within the State of Massachusetts. The petitioner asserts it employs not more than 15 employees

and has demonstrated good cause for granting this exemption.

Tennessee Valley Railroad (TVRM)

*FRA Waiver Petition Docket NO. RSAD-95-2*

The TVRM seeks a waiver petition from the requirements of subparts D, E, F, and G of the random alcohol and drug testing provisions. The TVRM provides excursion service over approximately 3 miles of TVRM trackage and also operates over 4 miles of Norfolk Southern trackage. TVRM states that maintaining the required programs will create a financial burden to the railroad.

Issued in Washington, D.C. on December 18, 1995.

Phil Olekszyk,

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 95-31115 Filed 12-20-95; 8:45 am]

BILLING CODE 4910-06-P

### Petition for a Waiver of Compliance

In accordance with 49 CFR Sections 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance with certain requirements of Federal railroad safety regulations. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested and the petitioner's arguments in favor of relief.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket No. RSEQ-95-4) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular